

T-534

LORRAINE ROSE (skipjack)

Tilghman, Maryland

LORRAINE ROSE is a 44.3' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.4', a depth of 1.8', and a gross registered tonnage of 10. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1949 in Reedville, Virginia following traditional Bay design and construction methods, LORRAINE ROSE is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. LORRAINE ROSE is of special interest for having been built during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. T-534

Magi No.

DOE ☐ yes ☒ no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic LORRAINE ROSE

and/or common skipjack

2. Location

street & number Knapps Narrows n/a not for publication

city, town Tilghman n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Buck Garvin

street & number telephone no.:

city, town Tilghman state and zip code Maryland 21671

5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

Survey No. T-534

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move

n/a

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 44.3-foot long two sail bateau, or V-bottomed deadrise centerboard sloop, commonly referred to as a "skipjack." She was built in 1949 in Reedville, Virginia for the oyster-dredging fleet. She has a beam of 15.4' and a depth of 1.8', with a gross registered tonnage of 10 tons. She carries a typical skipjack rig, with a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The vessel is painted white and is sheathed with metal at the waterline.

In overall shape the vessel has a straight stem with little rake and a modified longhead bow. The transom stern is almost square with little rake and very little tuck at the corners above the waterline; the transom meets the chine below the waterline. Overall, the vessel presents a rather chunky appearance. The rudder is mounted outboard on pintles on the transom and skeg.

The deck is flush with several deck structures. From the stern forward these include: a box over the steering gear; a tall plywood trunk cabin; a small deck hatch; a box over the winders; and a raised main hatch. Fittings include: a low pinrail all around the deck, except where open at the dredge rollers amidships; pipe davits over the stern for carrying the pushboat; and a "jig" for the pushboat mounted on the transom. Oyster-dredging equipment is added during the dredging season.

The single mast is raked slightly aft, about 10°, and mast partners extend about four feet above the deck. The mast is set up with two shrouds on the port side, but three to starboard--according to local people, she's just "been that way." There are also a forestay, jibstay, topping lift, and lazyjacks, furled close to the mast while the boom is off the vessel. When the boom is rigged, it is jawed to the mast. The bowsprit is squared off and flat on top; it is painted white with its end left bright. The bowsprit is set up with bobstays and bowsprit shrouds.

The vessel is marked with her name painted in black letters on the sheer near the bow. At the time this survey was made the trailboards had been removed.

8. Significance

Survey No. T-534

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1948 Builder/Architect Unknown

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Level of Significance: ☒ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

LORRAINE ROSE is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built in 1948 in Reedville, Virginia following traditional Bay design and construction methods. She was commissioned by Captain Clyde Evans and worked by him in the oyster dredge fleet until 1979 when she sunk at Annapolis, incurring much damage. Capt. Evans pulled the vessel to Buck Garvin's dock at Tilghman and sold her to Garvin who repaired her and returned her to the working fleet. The vessel was one of 10 skipjacks built after World War II during a boom in the oyster business. It is of great interest that although these vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

See Thematic Group nomination cover form, Continuation Sheets T-534
No. 8-13.

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Tilghman, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A 18 384040 4286260
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

This working vessel is usually docked at the location indicated in Item 2. Historic boundaries are coterminous with the hull.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
state		code	county	code

state	code	county	code
state		county	code

11. Form Prepared By

name/title Anne Witty/ M. E. Hayward

organization Radcliffe Maritime Museum
Maryland Historical Society

date May, 1984

street & number 201 West Monument Street

telephone (301) 685-3750

city or town Baltimore

state Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-534

Magi No. 2105345833

DOE yes no

1. Name (indicate preferred name)

historic LORRAINE ROSE

and/or common skipjack

2. Location

street & number Knapps Narrows not for publicationcity, town Tilghman vicinity of congressional district state Maryland county Talbot

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Category	Ownership	Status	Present Use
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<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational
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name Buck Garvin

street & number telephone no.: city, town Tilghman state and zip code Maryland 21671

5. Location of Legal Description

courthouse, registry of deeds, etc. liber street & number folio city, town state

6. Representation in Existing Historical Surveys

title date federal state county local pository for survey records city, town state

7. Description

Survey No. T-534

Condition

☐ excellent
☒ good
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☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

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☐ original site
☐ moved date of move _____

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		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1948 Builder/Architect Unknown

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and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

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9. Major Bibliographical References

Survey No. T-534

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)H.I. Chapelle, Chesapeake Bay Skipjacks (St. Michaels, Md: CBMM, n.d.)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting NorthingB

--	--	--	--	--	--	--	--	--	--

Zone Easting NorthingC

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

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F

--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society date 5/84

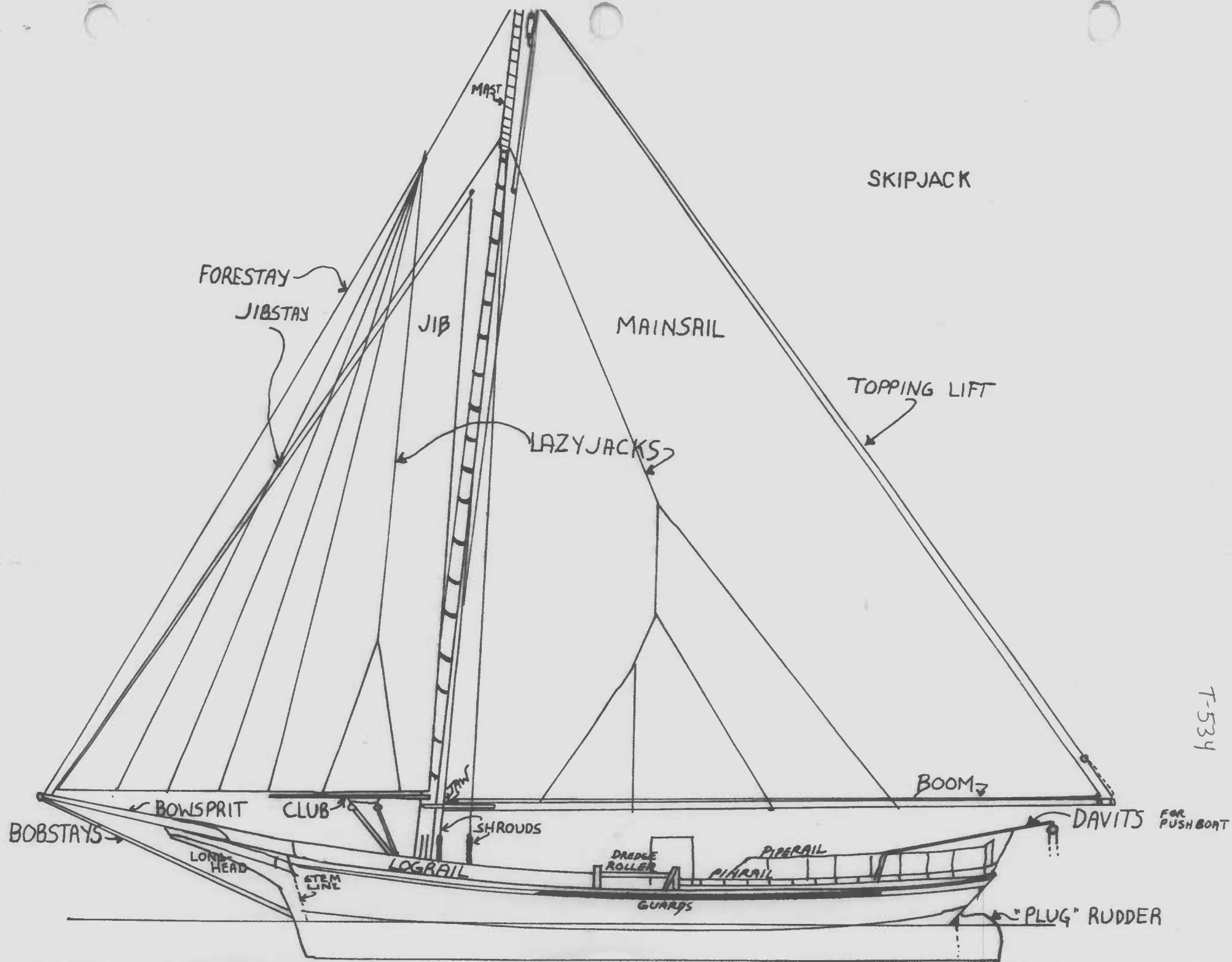
street & number 201 W. Monument St. telephone 685-3750

city or town Baltimore state Maryland 21201

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T-534



E2-38

T-534

LORRAINE ROSE
Tilghman, Md.

Port stern

M.C. Wootton 9/84

90%



E2 - 5

T-534

LORRAINE ROSE
Tilghman, Md.

Port bow
M.C. Wootton 9/84



T-534

LORRAINE ROSE
Tilghman, Md.

Stern
M.C. Wootton 9/84

E2-21